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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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STATE	X	ARMY	X	NAVY	X	AIR	<u>SV</u>	X	FBI		AEC						
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

LETTER FROM THE DIRECTOR OF THE FBI

S-E-C-R-E-T

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5. [ ] six searchlights which were located at the northwestern end of the field. For a period during 1954 these were lighted once a week during night exercises with the planes. Informant did not observe any antiaircraft artillery around the airfield.

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6. The personnel on the field were mainly junior officers and [ ] the personnel changed two or three times per year.

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#### Ruse-Turnovo Highway

7. During the fall of 1954, probably in September, the Ruse-Turnovo highway was improved. This work was begun in the summer of 1952 for the purpose of widening and straightening the highway. The improved road had an approximately 30 centimeter stone base covered with 15-20 centimeters of macadam and rolled with wet sand. Approximately 30-40 centimeters of sand were added to this and rolled. Finally, cubical paving blocks were added and rolled as the top surface. The highway after improvement was 8-9 meters wide and bordered on each side by stone blocks approximately 15 centimeters wide and 40-50 centimeters long. These blocks were laid in cement and even with the surface of the road. A white line extended down the middle of the road.

8. At all road intersections on this highway the side roads were paved ten meters from the highway. Steel and concrete bridges were constructed at all railroad crossings and of these [ ]

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- a. One kilometer south of Radanovo (N 4320 E 2538), a highway bridge;
- b. 200-300 meters north of Kutsina (N 4315 E 2537), a highway bridge; and
- c. The southern end of Polikraishte (N 4310 E 2537), a highway under the railroad bridge.

9. [ ] this paved highway was to be continued through Khaim boaz pass to Stara Zagora, Dimitrovgrad, Khaskovo, Kharmanli and Svilengrad.

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#### Gorna Oryakhovitsa-Lyaskovets-Zlataaritza-Elena Railroad

10. The formerly abandoned Gorna Oryakhovitsa-Lyaskovets railroad was repaired between the fall of 1952 and the summer of 1953 when it resumed operation. Since the summer of 1953 the continuation of this railroad to Zlataaritza and Elena has been underway. Since 1954 that part of the railroad which extends to Zlataaritza has been in operation and passenger trains run regularly along it from Gorna Oryakhovitsa. The remainder of the line from Zlataaritza to Elena is expected to be in operation during 1955. [ ]

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11. The foundations for this railroad were made in 1941-42 and in many places the groundwork was completed at that time.

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